

(15)
To his Highness, B. J. 11/21

OLIVER,

LORD PROTECTOR

Of the COMMON-WEALTH

OF

England, Scotland, and Ireland,

AND

The Dominions thereto belonging :

Is Humbly presented

A Mediterranean Passage by Water

Between the Two Sea Towns

LYNN & YARMOUTH,

Upon the Two RIVERS

The Little OWSE, and WAVENEY.

With farther Results.

L O N D O N :

Printed by Gartrude Dawson, 1656.

To his Highness

OLIVER

and PROTECTOR

of the Commonwealth

England and Ireland



James Oglethorpe

London

Printed by W. B. Whittaker

Between the two sides

THE TWO SIDES

Upon the two sides

THE TWO SIDES

With further Remarks

London

Printed by G. B. Whittaker



To his Highness,

OLIVER,

Lord Protector of the Common-
wealth of *England, Scotland, and*
Ireland, and the Dominions
thereto belonging.

May it please your Highness,



Having made my former Ad-
dresses in this kind to your
Highness concerning the
Navigable Passage upon
the Rivers *Avon* and
Thames, between *Bristol*
and *London*, and finding
that to have been a Service so acceptable to your
Highness

The Epistle Dedicatory.

Highness as that your deep judgment approved thereof, as a thing very advantageous to the West and South of England, I thought good in this Paper to offer unto your Highness a Work no less beneficial to the North and East, that by this means all parts of this flourishing Commonwealth under your gracious Protection, might have cause to bless your Highness, and to be tutors to your powerful hand for the allowance and performance of a Work so highly conducing to the Publick good,

By your Highness

most Humble,

and most Faithful

Servant,

Francis Mathew.

A Medi-

flourishing Havens
A Mediterranean Passage by Water
between the two Towns of Lynn
and Yarmouth, &c.

May it please your Highness,



Hus I shall state the businesse
which at present I intend to
present to your powerful
hand, and under your po-
tent Protection to the whole
Common wealth, the which
Work is even already fram-
ed to the end intended;
that is, Nature having so
bountifullly concurred with her own endeavours to the
effecting thereof, in undergoing the greatest charge,
which commonly is the chiefest stop in all businesses
of this nature,

The flourishing Havens of *Lyn* and *Yarmouth* being
so Portuous, so much frequented with Shipping, and
so plyed with Trade, it is apparent that the two
Counties

Counties adjoyning *Norfolk* and *Suffolk* receive much comfort thereby, being more indulgently dealt withal by their two Havens then remoter parts, as particularly assisted by their importations, furnished by that means with many Forreign commodities, which come flowing into those Ports.

These two Rivers above named, the *little Ouse* and *Waveney*, running as it were between the two Havens, and in a manner dividing those two Counties, were they opened for Navigation, would very much encrease the benefit both to those Haven Towns, in venting of those their Importations, as also prove a great ease to the said two Counties to have so facile and cheap a passage made to bring those Commodities unto them, and withal thereby to vent what they produce of their own.

These two Rivers are so favourably cast by Nature, as in the Winter (when they will be most for use) the Heads of them already almost meet, at a place called *Loppham Bridge*, where a Navigable Channel being cut, (in length lesse than a mile) the two Rivers would joyn for mutual Commerce from *Lynn* to *Tarmouth*; and withal Boats might rest at any place of these Rivers, there to make their Magazines of such Forreign Importations, as the Countries adjoyning stand in need of; others might touch at every Market Town, there standing at the least six or seven upon, or very neer adjoyning to the said Rivers; and within distance of ten miles very many Market Towns more, the which in the end of this Paper I shall set down, with their severall distances from those two Rivers; which Rivers I observe to lie so neer upon a *Level*, as few *Sasses* will be required, to lessen the charge.

charge. What a blessing and ease would this afford to all the Inhabitants neer adjoyning, upon all Market daies (as they do in *Flanders*) to carry themselves and their Commodities by Water (avoyding those deep waies in the Winter season, especially on *Suffolk* side) from Town to Town, from Market to Market, at such rates, as will not be considerable, if compared to their charge and trouble in going by Horse or Cart:

These advantages for the increase of Commerce, and Trade, your Highness wisdom will soon penetrat and give heat unto, by your potent approbation, your Highness being generally observed to be most zealous in the setting forward of Trade, taking so much to heart the increase thereof.

Neither doth this Design of mine contain it self within the verge of the aforesaid two Rivers, nor in the advance of Trade brought into those great Havens of *Lynn* and *Yarmouth*, but it reacheth higher, and extends to the uniting the In-land Commerce upon Rivers between the North and East of *England*, there being no obstacle (were these two Rivers opened for Navigation) no hinderance at all, (but that which our carelesnes hath negligently cast aside, and made not use of for many years) to impend our Navigation upon Rivers within the Land, from the Haven of *Yarmouth*, to the Citie of *Tork*:

Our *Henry* the first, (as Mr. *Camden* well observeth in his description of *Lincolne shire*) cut a Channell for the space of seven miles from *Tork* sea upon the *Trent* down to the Citie of *Lincolne*, there to joyn with the River *Witham*, which falling into the Haven of

of *Boston*, comethrough the *Isle of Ely*, into these our two Rivers the *Little Ouse* and *Waveney*, and so to *Yarmouth*. Mr. *Camden* saith, this gallant King caused that memorable work of seven miles to be cast up for the benefit of his Citie of *Lincolne*, though other Writers speak of a mixt intention therein, as partly to facilitate his own *Removes* from one part of the Kingdome to another, he being the first King who brought *Progresses* into fashion, so making his people equally participant of him, that they might see and know him better by himself, than by his picture.

He was an active and wise Prince, and as all Rulers of States have ever their designs headed with several ends, so might this King in this very work, as upon any forreign invasion, or domestick insurrection, to transport from one side of the Kingdome to another his Army, without grievances to his people for billeting of his Souldiers through the Country as they passed, or tying out his men with long Marches, but to have them ready for action upon a moment, for by this very work of his of seven miles, cut out for Navigation, (conjoynd to what Nature before had wrought) he might have transported an Army by Water, all within the Land from the East part of *England* into the North, without the least noyse of landing, and have been upon his enemies before they dreamt of him, in this silent and covered way. Howsoever his ends were, it was a noble work, and a gift worthy to come from a Crown, it being the first *President* that I have found in *England* of joining Rivers for Navigation, which sheweth (even then) how forward, and prone toward Improvement this Kingdom was.

But

But what an unworthy neglected piece of land hath been
 in these latter times, how I blush to write. To let
 it fall, to be of no use, and the Work (though
 yet extant) to lye empty, waste, and decay, far
 from the intention of the Royall giver, in so
 much as now Sheep and Cattel graze, where for-
 merly Barks have sailed, and perhaps a King in them.
 This Work, or Channel of 7 miles, commonly
 called *Fosse Dike*, were it repaired, and the Banks in
 some places made up, would easily again be made
 capable of Navigation, and revive that safe, rich, and
 large extended Commerce, which by that means did
 formerly spread it self within the Land, and would
 open the passage for Boats, as hath been said, between
Tork and *Tarmouth*, to the unspeakable comfort of very
 many Towns and Villages lying near, and upon the
 Passage, and would yield a general benefite both to the
 East and North of *England*, and by participation all
England over.

It hath been observed upon *Level* taken, that the
Trent lyeth lower than *Fosse Dike* by Two Foot, or
 thereabouts, so that of necessity in that place there must
 be a *Saffe* to draw, and let down the Boats. And in-
 deed if we look upon our Sea Coasts of *Lincolnshire*
 and *Norfolk*, they are so wanting of Harbours, and
 of places to relieve Ships in, in time of streffe, espe-
 cially upon a strong Easterly Wind, as I may well
 term them importuous, for any Ships of Burden, so
 that in the Winter time (when our inland passage will
 be most in play) the great frequented Haven of *Hull*
 will be willing to serve it self with these Rivers Navig-
 able, for the more safe conduct of their Merchandise
 into the East parts of *England*.

B.

These,

on of the State) so that by this means no prejudice should arise to the Inhabitants.

Moreover at *Boston* (where they must pass) there might be a *Magazine* for that *Coal*, either for us to Transport, or for Forreiners to fetch them there, which would raise a very great *Revenue* to the State, that *Coal* being sold in Forrein parts by weight, at very high Rates. But much sicker for us to do it.

This Paper out of my bounden Respect, and Duty to your Highness, I offer unto your Prudence and deep Consideration, I conceiving it to contain matter of very great Honour to your Highness, and no less benefit and comfort to the whole Common Wealth.

Rivers running through the Earth, as the Veins of that Body, which Opened in due time, and with good advice, give comfort and refreshments to all the Earth they run through, like to the veins in our bodies, which being opened by the advice of the learned Physitian, restore health, repair strength to the decaying man, and brings him into a flourishing condition.

By this Passage your Highness will see all Forreign Commodities brought into us from the East parts of the world equally distributed, to the North and East of England ; As by the former Design of Opening the Rivers between Bristol and London, all the Western Commodities brought in from abroad, were to be Communicated to the West and South of England.

Designes worthy to be brought forth under the happy Protection of your Highness.

Market-Townes

Standing upon, or near

The Little Owle,

AND

WAVENEY.

Brandon,

Bungey,

Thetford,

Beckley,

Dis,

Leftos,

Harleston,

Farmouth.

MARKET

2

OTHER

OTHER

Market-Towns

Within ten Miles of these

RIVERS

From Beckles to Yarmouth 9 miles

From Beckles to Lestof 8 miles

From Bungey to Norwich 10 miles

From Yarmouth to Norwich already a Navigable passage

From Harlestone to Windham 9 miles

From Dis to Windham 10 miles

From Lopham Bridge to Higham 10 miles

From

From Loppam to Flaking 3 miles

From Loppam to Bucknam 5 miles

From Thetford to Watton 9 miles

From Brandon to Swasham 10 miles

From Beckles to Sowld 9 miles

From Beckles to Harleston 7 miles

From Bungey to Harleston 7 miles

From Harleston to Framlingham 8 miles

From Dis to Buddesdall 3 miles

From Dis to Debenham 9 miles

From Dis to Aye 3 miles

From Loppam to Wolpett 9 miles

From Loppam to Stow 9 miles

From Loppam to Nedeham 10 miles

From Brandon to Mildnall 6 miles

All these Market-Towns, besides innumerable Villages, with many Gentlemens Houses

Houses of Note, would so make use of
 these Two Rivers, that a marvelous Trade
 would be driven upon them; and Sayling Being but
 one dayes
 Work for
 a Tonn.
 out of the *Little Ouse*, the Boats enter into
 the *Great Ouse*, which already is Navigable
 to *Lynn*, and to all the Towns within the
Isle of Ely, even up to *Cambridge*.

FINIS.

Houses of Noe, would to make use of
 these Two Rivers, that a magnificent Trade
 would be driven upon them; and saying
 out of the Little Ouse, the Boats enter into
 the Great Ouse, which already is Navigable
 to London, and to all the Towns within the
 life of His, even up to Cambridge.

F 1 N 1.2





To the Kings Most Excellent Majesty,
And the
Honorable Houses of Parliament.

A
MEDITERRANEAN
Passage by water,

FROM
LONDON to BRISTOL, &c.

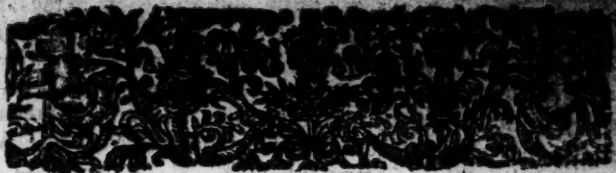
And from
LYNNE to YARMOUTH,
And so consequently to the City of YORK:
for the great Advancement of

TRADE & TRAFFIQUE.

By *Francis Mathew*, Esquire.

LONDON,
Printed by *Thomas Newcomb*. MDCLXX.

The map by Joseph Moxon
hydrographer to Ch. II is wanting.



TO THE
Kings Most Excellent MAJESTY
CHARLES II.

By the Grace of GOD, King of England,
Scotland, France and Ireland; Defender
of the Faith, &c.

And the Honorable Houses of PARLAMENT,

May it please Your most Gracious Majesty,



Deserving, by traversing this Island, that di-
vers Rivers within the same may be mould-
ed into such Form, as will admit of Ves-
sels of thirty Tun burden, or upwards, to
sail in, unto the great Relief of divers
Countrys in this Island, by means of the
same, at less then half the Rates now
paid for Land carriage, and near with as
speedy return, going both by day and night, and to the
Reward of Your Most Gracious Majesty, if the same were
once made so Navigable; and considering at how easy a Charge

(as I humbly conceive) the same may be brought to pass, in
comparison of the Advantages which may be reaped thereby;
and the great encouragement given my endeavours of bringing
this design to pass, by divers Mayor Towns and Corporations of
this Land, that conceive a Relish of the Sweetness through the
great Opinion onely they have of it, upon serious Discourse had
with me concerning the same; a Catalogue whereof hath been
presented to your Majesty: as by the like means may be had
from many more such Towns which have the like Invitations
to the same: I humbly presume, upon this stock, to become
Importunate to Your most Excellent and Royal Majesty for the
enterprize of and ready effecting this Work, being an Under-
taking so Heroick, that 'tis beyond the Level of any others to at-
tempt: and, seeing that the longer it is delayed, If your Ma-
jesty shall understand that the same may produce a Profit (which
I endeavour by this small Treatise to evince) the longer is the
Profit lost. And after my Travels, Industry and Studies in
and about this great Improvement, and with so great an Ex-
pence of my Estate in Your Majesties Royal Fathers Service,
by the Advance of a Troop of Horse, and the accommodation
of Three Sons, as my own proper Charge in the same, and
otherwise; besides the unhappy Consequence of Imprisonment,
Plunder and Sequestration in the same epidemical Misfortunes
which all Your Loyal Subjects accompanied Your Majesty in,
and also a great Misfortune I sustained by Fire: all which occa-
sioned my Wife and self, during those times, to live at a great
distance from each other, and wholly to rely on our Friends, in
so much that at present, I am neither able to compose my debts,
nor preserve my lawful Rights against undue Encombrances:
If Your Majesty shall be pleased to promote this Work, and
bring it to effect within my remnant of days, by Your Majesties
gracious favour without other Expence then what will carry along
with it an advantage to Your Majesty, Your Majesty may relieve
me

me with what may seem so just, as a Recompence due unto me
for my Endeavours about the same, and may give me Leisure
(after the distractions I now sustain) with great alacrity for
the discharge of so good an Office (as the Obtaining of Your
Majesty to effect a work of so great a Benefit to my Country)
to enjoy the fruits of my Labours, and express my self

Your MAJESTIES

Most obsequious, faithful,

and most obedient

Subject and Servant

Francis Mathew.

STILES

John Thompson

and others

of the County of

Essex



The Opening of RIVERS

FOR

Navigation.

THough there be many more Obstructions and Difficulties to be met with, in the making of the Rivers within this Island Navigable, then are familiarly in the *Flat Netherlands of Holland*, and the rest of the United Provinces of *Belgium*: whose benefit may seem to allure us to the like *Industry*, nevertheless *Englands* fair Valleys, and rich Inlets, through which many noble Rivers insinuate themselves, might, with the Imitation of our ingenious Neighbours, be made in many places docible of Navigation, to the inestimable comfort, ease and benefit of the Subject: wherefore, in all Humility, I make this my most Humble Address unto Your Most Renowned and Empierial Majesty: And shew, That yet such an Enterprize in several places of this Island may with advantage be effected by divers and sundry ways, of no less Importance to the whole Nation.

First, Of a Wonderful Improvement to much Trade, and great Relief to the Land, and most remarkably to be perceived, by the supply of many places with the great Benefit of Coal (which with-

out this means cannot be had) to the employment of Your Majesties Subjects in Mining, and otherwise about the same, and also the advance of many from low degrees, becoming Merchants in the same, (by that sure Trade of taking in their Commodities at easy rates; ready receipts, and certain sales; the Essentials of all Improvement thereby: they thereby becoming ranked in the highest Capacities to serve their King and Countrey; an Excellent President whereof is to be seen in such of the Merchants of *Newcastle*, who have traded in that Commodity along, at much greater hazard, delay and charge than in such *Mediterranean Rivers* (as is by this designed) becoming Navigable; may be effectually brought to pass.

Secondly, To the great Ease of the Subject, for the Rivers so designed, being Navigable thereby, with lesser Charge, with fewer hands, greater Transportations from place to place and in shorter time may be made: Armes in time of Warre, in their prime strength, by such Transport, fit for ready Service (which the hazardous Condition of a Soldiers Calling is dayly to expect) may safely, silently and without hurrahs of the Countrey in their goods and Carriages, be thus conveyed.

Thirdly, Hereby a great Increase of His Majesties Revenue may be established upon the Crown from such a Publick Work, which the happy experience His Majesty hath had of the *New-Castle Trade of Coal*, were there no other Commodity then Coal to be transported in such Rivers, may invite him to; and which may be settled with so great Chearfulness of the Subject, as that a great abatement of the Rates of the Commodities traffick'd in may be had thereby; notwithstanding such imposition for His Majesty upon the same, to the perpetual establishment of the Impost, as a just return to him for so Publicque a good Work; to continue to him as one Diadem of his Crown for ever. The Publicque proportionably enjoying the benefit thereof accordingly. By which mutual returns unto each other, His Majesty and Subjects are naturally interwoven in the Preservation of each other: According to the Maxim, *That by what the People, by the same the Government must grow*: & vice versa: each of them in their several wayes and powers being to support each other.

Fourthly,

Fourthly, This Island will hereby be the better fortified, because of the Increase of Watermen, the Walls thereof.

Fifthly. By countenancing this Work, Horse will be preserved for war, for Merchandize, or other purposes, as Occasion may offer, and the Wisdom of Your Majesty may think best to approve of.

Sixthly, And what is well worthy of Observing, the High-ways hereby will be much preserved, and become a very acceptable work to the Country, which now notwithstanding their great cost, is now a grievous Toil as well to man as beast, being now so unnecessarily plowed up by Waggon of Prodigious Burthens, which in this Island are dayly travelling: And also to the insensible relief of this Island, by many other ways and means to be discovered by us, as they shall be occasionally offered to us to understand.

And, indeed, the making of these Rivers Navigable, may be brought to pass, well nigh, at as easy a cost and charge as the *Fencing* works have been, though such great Works seemingly threaten great difficulties, which may not be foreseen or known till felt: Yet, *re vera*, the benefits are so innumerable and considerable which invites unto this Work in many places of this Island, as, at the very first sight, will shew such hazards to be too inconsiderable to put a *Baffle*, or occasion so Noble a Work, so feasible, and to so good purposes, and high ends, (where they are well balanced, and managed by well pondered resolutions) to be laid aside: there being in this Island, Sufficiency of all Sorts of Provisions for undertaking of the same; which Prince or People, either are, or may be, unquestionably furnished with, being appointed of Council, in all ways requisite for such an enterprise of the choicest stamp, and of hands and means (in this so populous and great trading Nation) so inexpensively endless, as must indisputably admit them by a presupposed accord of both, to be interpreted in an easy capacity, to act unto effect above the Level of such a work as this: especially being *English* spirits (who by their high Transactions almost of all kinds throughout the world) are deemed to admit nothing difficult but by them with Ceremony to be brought to pass, so it be but fit in Prudence to be undertaken, and the more the difficulty and greatness of the Work is apparent, let it be carried on with the greater Cheerfulness, as to the more achievement of our Honours in the Success thereof

thereof, after the manner of *Atlas* who is decypher'd to have carried the World upon his Shoulders, without groaning.

Over and besides the Variety of great and constant charges which are to be expended in & about the effecting and continued fruition of this great Improvement, there will be pre-required a Purchase of, or other agreement for such Mills and Parcels of Grounds, from the Inheritours of them, or from such as have the same by Lease, or from both: which intervenes in and upon such Channels or Lands, which are so practicably capable amongst us (by the Industry of man for good purpose) of being cut, opened, cleansed and otherwise fitted for Navigation, and shall best accommodate such design: The Banks of such Channels where there must be Occasion for Towing of the Vessels to be Navigated with, by the Assistance of Horse or man, being so necessary an appurtenant to be made use of, together with such River to be made Navigable: (as well as the frequent Occasions, which may be expected to be had of the same Banks, for the Cleansing and other Amendments of such Rivers) must oblige to agreements for the same, wherein let the Seller departing from his right at anothers Will, ever have advantage. All which sort of Purchases or Agreements (in every several place where the same are to be made) and Sasses therein to be erected, for the raising of the Water to a convenient depth for the Vessels to ride in, by the particular skill and prudence of knowing Surveyors in such works, be directed unto, after a strict Geometrical Survey of the several intervening Platforms of grounds in and about every such several place where such work is to be wrought, and Sasses to be planted, as the Nature of the place which requires such purchase for such Improvement shall direct such Artist unto, ever regarding (though the Circlings, windings of such Grasts for Rivers, made, or to be amended for Vessels to sail in, shall thereby much enlarge the worke in measure.)

A As well to avoid the Injuring of the Neighboring Countreys by the overflowing of the Banks, where such work is wrought, as to waver the insupportable charge of fixing a passage through craggy Rocks for a shorter cut, as a serviceable border, occasionally to be made use of for man or beast to tow in. And

II. To make or appoint such graft (as designed for the safe

safe and firm erecting or planting of each such Sluce or Saff in, as shall by such surveying Artift be judged requisite for such work) to be winding in the form of a Bow. Such a River as is so to be taught the Use of Navigation, for diversion of the force of the Main Stream, from off such Saff, in avoidance of sending up or breaking of the same, which by the Natural force and current of the Stream, especially in floods and Storms (if such Saffes should be planted upon the most current Streams of the River, which they are to be inservient unto) must reasonably be expected — And no other means, ever was, or is imaginable, for the turning of a River of great Streams in many places, oft times too shallow for the draught of a Vessel of Convenient Burthen, for good Use upon such River, or for the apting of one River unto another, by cutting a graft betwixt two Rivers, at such a Level as the Water of the one shall run into the other, so as a Vessel may sail, or be towed from one of the Rivers unto the other at easement, except by such Saffes penning up, and thereby raising the water for use as by so many stairs or steps as is or may be wanting to become of convenient depth for the transport of Vessels of so good Burthen, as may be to good purpose, fit for the producing of a Commerce by Navigating between any one Countrey of this Island and another.

Nor can the pulling up of Corn Mills (the only Obstruction as being of a more publick service then any other intervening good) be a sufficient pretence to impede this Enterprize of making such Rivers Navigable, as by consideration of their Service to the Countrey, shall be found fit to made Navigable, seeing that the Necessary Office of such Mills may be performed at an easier charge by Horsemills, by Wind-mills, or by Mills termed River Mills which in the Low-Countrys, and some parts of Italy are familiarly made use of in flat bottomed Boates, and thereby conveyed to Service (as the Occasion of the Countrey may require) from one place unto another, which by reason of the Number and certainty of the Gryft of Corn at appointed times to be had, wrought by the Water-mills now in use amongst us; the advantage of which is little more then a slight kind of Ceremony to man, an unfit Consideration to lay aside a real Improvement, as is this, of making apt Rivers in the aptest places Navigable, and the Right of Soaks belonging to the Inheritours

of such Mills, as are so to be removed, are preadmitted to be retaliated for with good advantage to the Owner: but if this great Consumption of Timber be still permitted, there will not be enough to build either Water-mill or Wind-mill.

Yet, if any Owner be of so *morose* a Spirit, as to bid a Contradiction to the worlds and his own advantage, for his supposed unquestionable Vineyards sake, Its reasonably to be understood a duty incumbent upon His Majesty and Parliament, in such a case as Guardian to all Subjects goods and rights (as his Catholique Majesty in his Dominions of *Spain*, takes charge of all the Substance, and affaires of persons as are *Lunaticques*, governing their affairs *sine fine, modo & mensura*) that His Majesty and Parliament may dispose of the Estates of such persons (*will they will they*) as to the *Publique*, shall seem best, without the concurrence of them.

In every place where the making of a River Navigable is designed to be enterprized, there is seriously to be considered what improvement may most probably accrew to the Land or any part of the Land thereby, *viz.* what charge may be saved, and what profit may by means thereof be had, which else could not be had, and a conference of this must be had, with what must be expended for effecting of such work, a computation sufficiently easy, unto abundant satisfaction to be made, for where amongst other services, such Rivers shall become subservient to some certain great Staple Trade, the Profit both to King and Subject being certain to be alwayes great (admitting the ordinary Providence of Heavens influence in the preserving of such Trade) And the the charge being but once, and that to be probably effected by one years profit, accrewable by such River, or well near thereabouts, reasonably to be computed by the necessary and great Trade of Coales, &c. unquestionably to be concluded upon, to be had upon such River by the Countreyes great want of fuell bordering upon the same, all other Trades to be had upon such Rivers bearing their proper share, in the assistance of it, and considering further, that such works are alwayes to be wrought, where the grounds (which are to be so cut through) are to be found, or admitted to be so favorable in their Scite and nature to the Work, as that of themselves they much lean to the doing of the same: where-

by

by the charge must be esteemed moderate and such River already had or to be made at, or well nigh, so moderate rates must, *primu intuitu*, be deemed properly worthy to be so fitted for Navigation, all other constant immergent charges of preserving the River, once made so Navigable being too Inconsiderable to out weigh the Scales in this case.

By this *Lesbian Rule*, I have surveyed, examined, and found divers Rivers within this Island, in apt places for such Trade practicable, with ease to be made thus Navigable, and more particularly,

First, That the River *Avon* of *Bristol*, may be, by the prescribed means of Art, charge and power upon the premised, prudent Balance of Charge and Profit, be made Navigable from *Bristol* to *Calne*, or to *Marnsbury* in *Wiltshire*, and by cutting a Graft of five Miles, or thereabout, in length only, through a ground which I found favorable by Nature, for such purpose: the same River may take its Journey for the same use, (planting Sasses also aptly upon the same) from *Marnsbury* to *Lechlade* in *Oxfordshire*, and there salute the River *Isis* already Navigable, which so delivers it self into the *Thames*, and bring the Trade of *Ireland*, the Rich fruits of *Cornwall*, *Devon* and *Somerset*, *Mendip Hills*, and *Wales*, and any other Portage, as well as of the Intervening Countreys, to the Cittyes of *Bristol* and *London*, mentioned; and back again at will; by so much a shorter and safer cut; (as will appear more plainly by divers Maps, and other printed Papers, set forth at my own particular charge) and so much lesser charge of Portage then else can be (one boat upon the same carrying as much as an hundred horse) as must exceedingly abate the price, by lessening the Charges of the Commodities of the same: and more particularly bring an Immeasurable Trade of *Coales* from *Wales* and *Bristol*, to the employing of many thousand Subjects in Mines, and also about the River, and the great advance of many a man by Merchandize, in and about the same; to the incredible Relief of the bordering Countreys of *Wiltshire*, *Glocestershire*, *Oxfordshire*, and others lying on or near the same, as far as His Majesty shall from time to time think meet in prudence to admit of; ever regarding the Preserve

Serve of His *Newcastle* Trade, the great support of His Navy, which by the Supplies of the aforementioned Countreyes from *Bristol* will not be endamaged: This proposed Trade of *Coal*, not clashing with the *Newcastle* Trade at all; so much more may His Maj sties Coffers be enriched, then now they are, as well as by other Imposts; by an Impost upon this Trade of Coales in the River *Avon* of *Bristol* becoming Navigable, as is set forth, Insensible to those Countreyes, which are to be supplied by the same, being they now pay thrice the rates for *Coal* to what the same may be afforded at by the Merchant, notwithstanding his discharge of such great Impost upon the same: and all other Commodities may be commerced in, upon this River, at half the Charge of what is paid for Land carriage or Portage, much to the Subjects ease and happiness, which also may afford a very considerable Return to His Majesty for the same, to be squared out, when the River shall become thus Navigable, as His Majesty and Parliament (by Ballance of the Gain of Portage in each particular Commodity to be thereby had above what is now had) shall deem most just to both. And its worthy to be considered, how great a relief of *Coal*, in times of Warr at Sea, the City of *LONDON* may enjoy by this Atchievement, Let the Cities incredible want of *Coal*, near to the hazard of an Insurrection, in our late Conflicts with the *Dutch*, and the great Ingredient, the Consideration of this want was of, to the Necessary contracting of that Speedy Peace with them, convince us: Were my Advises of Sufficient Interest to take place at the Helme, no earlier enterprize should be made, then this of making Rivers Navigable within this Island. as is above set forth, in Order to a secure Relief of this most famous City of *LONDON*; with all sorts of Commodities, as, Timber, Stone, Lead, Iron, and all other Materials for redifying the same, (by a prudent Care) upon Occasion of such distress to be had, or threatned, by War or otherwise. And its well worthy to be considered of how great Relief this may be, by the Portage of an Army, as is above set forth.

Secondly, I find, that after the like manner to the like Traffique of Commodities (when those tempestuous Seas, for want of convenient Harbours upon the Borders of *Lincolnshire*, bids denial to

to all safe Trade there, to the like great Imployment of Miners, and other men, and great enrichment of many a Merchant thereby: the like relief to His Majesty and Subjects, in the charge of Portage, as Occasion shall require an abatement of rates through divers Countreys thereby, and the like Return of Impost upon all Commodities, with the like amicable respect, by an equal ballance of what each Commodity will bear, by consent of Parliament, to be settled upon His Majesty for the same; as the River *Avon* of *Bristol*: may the River *Waveney* be made Navigable, by cutting of a convenient graft near *Loppam* Bridge, sufficient for Navigation, less then three Miles (through grounds, in their own Nature favorable for such an Enterprize) into *Little Ouse* which carryes it self unto *Linn* in *Norfolk*, and by Planting Sasses upon those Rivers, as shall be advised by the prescribed directions: any Commodities (as occasion shall require) may be hereby conveyed to the Use of *Sussex*, and *Norfolk*. These two Rivers so dividing those two Countreys from *Yarmouth* unto *Linn*, whence there is an open passage already had to *Boston*, with such Rivolets shooting out in *Armes* to *Cambridge*, the Isle of *Ely* and other places, provided by Nature to the convenient supply of those parts, so as any thing may by that means be transported unto *Boston*, and thence up the River *Witham* unto the City of *Lincoln*, whence by opening the passage (by neglect shut up) betwixt that City and *Tork* Sea, upon *Trent*, heretofore made Navigable, as *Cambden* reports, by our *Henry the first*, in a tender of his Subjects ease, in his Progresses of State which he first begun) a like transport, to the immediate great service of the Counties of *Nottingham*, *Lincoln* and *Derby*, may any Commodities be transported there, and thence for *Tork*, and all the Countreys adjacent to those Mediterranean passages, as the Maps and Histories of them, (shewing all these Intervening Rivers, then by Nature free for Navigation, unto *Tork*, and other neighboring parts) will best set forth, in which perhaps a King hath sayled. This way may be an interchange of all reliefs which any of the neighbouring Counties may supply each other with, betwixt *Tork* and *Yarmouth*, and *Armes* may occasionally, with inordinate advantage to themselves and Country (as was said to be done by the same Prince) be conveyed upon the same.

But the Country then being Strangers to the Trade of Coal, a Commodity, then and for several Generations fully prevented by the ready supply of Wood for fuel, and all other Traffique of these Countries being much short of what now the same is; This New-cut River of seven miles betwixt *Lincolne* and *Tork* sea, for want of Use became sludg'd up and is grown into a Pasture, which the onely Trade of Coales (which it might be accommodated with) from *Nottingham-shire*, *Derby-shire* or *Yorkshire*, were it now Navigable as then it was, as well to the great relief of all the aforementioned Countreys as the enrichment of Your Majesty would now preserve; And let these observations made on these two Rivers induce unto an Inquest, and Ballance of other Rivers within this Island: and bring those Parts into a flourishing Condition, all sorts of Commodities from the *Eastern* parts of the World being equally distributed to the *North* and *East* of *England*, (as by the former design of opening the Rivers between *London* and *Bristol*, to the *Western* parts is exemplif'd) in and from abroad communicated to the *West* and *South*.

Market.

Market-Townes

Standing near, or upon,

The LITTLE OWSE

AND

WAVENEY.*Brandon**Thetford**Dis**Harlestone**Bungey**Beckles.**Lestof**Tarmouth***Other Market-Towns within 10 Miles
of these RIVERS.**From *Beckles* to *Tarmouth*, 9 miles.From *Beckles* to *Lestof*, 8 miles.From *Bungey* to *Norwich*, 10 miles.From *Tarmouth* to *Norwich* already a Navigable passage.From *Harlestone* to *Windham*, 9 miles.From *Dis* to *Windham*, 10 miles.From *Loppham* to *Higham*, 10 miles.From *Loppham* to *Harling*, 3 miles.From *Loppham* to *Bucknam*, 5 miles.From *Thetford* to *Watton*, 9 miles.

From *Brandon* to *Swafham*, 10 miles.

From *Beckles* to *Sowld*, 9 miles.

From *Beckles* to *Harleston*, 7 miles.

From *Bungey* to *Harleston*, 7 miles.

From *Harleston* to *Framlingham*, 8 miles.

From *Dis* to *Buddesdall*, 3 miles.

From *Dis* to *Debenham*, 9 miles.

From *Dis* to *Aye*, 3 miles.

From *Loppham* to *VVolpet*, 9 miles.

From *Loppham* to *Stow*, 9 miles.

From *Loppham* to *Needham*, 10 miles.

From *Loppham* to *Mildnal*, 6 miles.

All these Market Towns, besides Innumerable Villages, with many Gentlemens Houses of Note, would so make use of these Two Rivers, that a Marvelous Trade, would be driven upon them, and sailing out of the *Little Omse*, the Boats enter into the *Great Omse*, which already is Navigable to *Lynne*, and to all the Towns within the Isle of *Ely*, even up to *Cambridg*. Designs worthy to be brought forth under the happy Government and Protection of Your Majesty.

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